

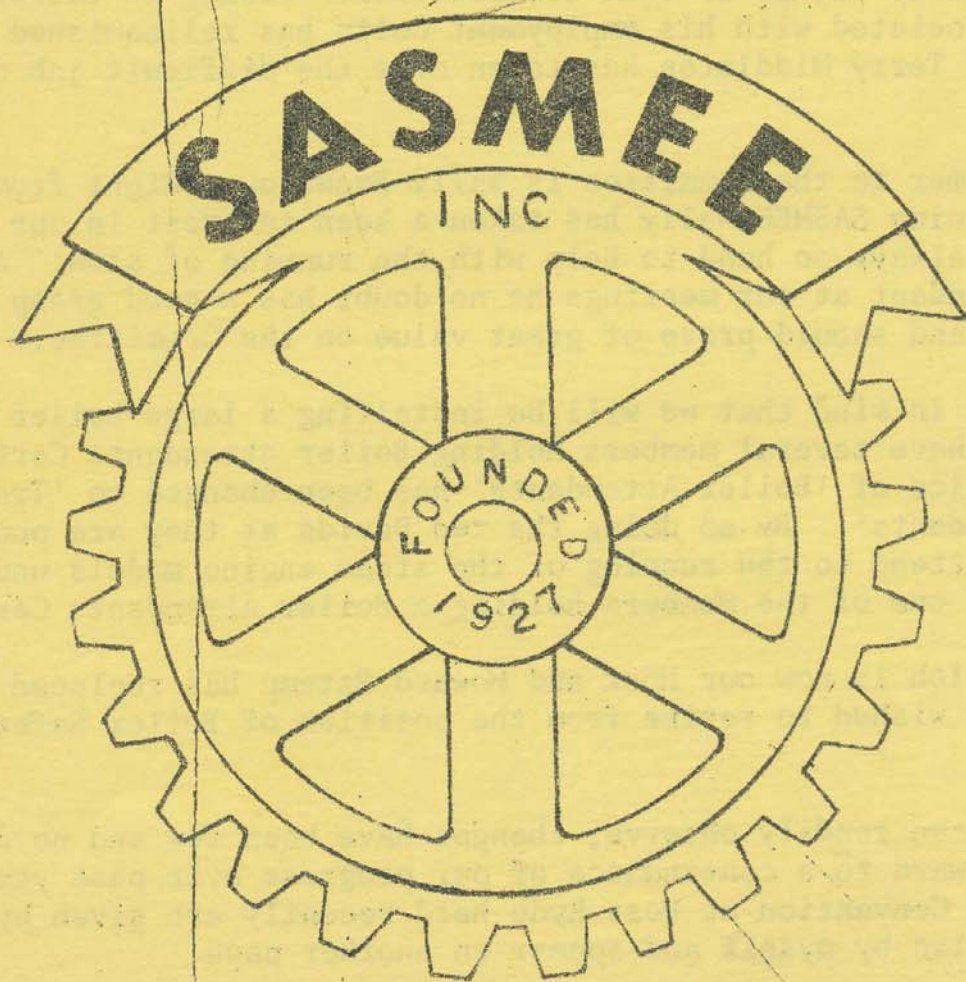
June-Aug 76

S A S M E E

BULLETIN

THE OFFICIAL JOURNAL OF THE SOUTH AUSTRALIAN SOCIETY

OF MODEL AND EXPERIMENTAL ENGINEERS.



EDITORIAL

There is an old saying which questions the wisdom of 'changing horses in mid-stream' and in view of the coming Convention next Easter at SASMEE I think that we have acted wisely in making as few changes as possible in our Office Bearers.

Paul remains as President and having put in motion a number of important matters relevant to the Convention, this is rightly so. The most notable change is that of Treasurer. Owing to various problems associated with his employment Colin has relinquished this position and Terry Middleton has taken over the difficult job of Treasurer.

A newcomer to the Committee is Wally Brownlow. Right from the start of joining SASMEE Wally has taken a keen interest in our Field Days and is always on hand to help with the running of same. As a regular attendant at our meetings he no doubt has a good grasp of our affairs and should prove of great value on the Committee.

Bearing in mind that we will be installing a large boiler and that we now have several members holding Boiler attendants Certificates the office of 'Boiler Attendants' has been changed to 'Trainee Boiler Attendants'. By so doing the two Davids as they are popularly known will attend to the running of the steam engine models under the direction of one of the members holding a Boiler Attendants Certificate.

John Welch is now our Host and Howard Bateup has replaced Horrie Guignon who wished to retire from the position of Boiler Safety Committee.

As you can readily observe, changes have been few and no doubt we can look forward to a continuance of our progress over past years. Notes on the Convention at West Ryde held recently are given by Denis Irving and also by myself and appear on another page.

The Secretary's Annual Report appears further on, plus an article by Fred Roberts and also one by Julian Hamilton.

Members are advised that Annual Subscriptions fell due at the Annual General Meeting on May 11th. With our 50th year as a Society only a matter of a few months away and the 1977 Live Steam Convention next Easter the President and Committee will appreciate your co-operation in the various jobs which these functions will create.

C. Burden

Editor & Hon. Secretary

PRESIDENT'S COMMENT:

The present activities of the Society are a true reflection of our varied interests as a model engineering society. During the May school holidays a group of willing helpers laid the concrete base for the extension to our steam house, to enable the new boiler to be installed. At the same time the concrete walling to the tunnel entrance was poured and the cutting is now lined from the steam house to the tunnel entrance. A small portion of the cutting from the pond to the back of the steam house remains to be done. During the year the extensions to the steaming up bay and new run off were proceeded with and are nearing completion. The brick walling from the tunnel exit has progressed and we are in need of more bricks. The gate keeper's hut has been started with a new concrete base.

As you can see a lot of work has been done and surely this must show that the society is stronger than ever, and is approaching its fifty years of active growth with pride. The future is even more in need of your active support if we are to complete the new boiler house, erect the 'Wadlow' steam engine and possible alterations to our boat pond area. When I review all that has taken place over the past twelve months I can only praise the members for their active effort and thank you for your continued support and look forward to meeting you at our meetings, field days, working bees and visits etc.

Paul Griscti.

QUARTERLY AGENDA

GENERAL MEETINGS:

2nd Tuesday each month at 8 p.m.

JUNE 8TH:

Film and slide show by Mr. D. Irving and Mr. J. Wakefield.

JULY 13TH:

Annual Jumble Sale. Bring along all of your surplus odds and ends.

AUGUST 10TH:

Mr. Salisbury will show film of SASMEE and possibly an English Steam Traction Society Field Day.

INTERMEDIATE MEETINGS:

'Informal' 4th Tuesday each month at 8 pm
June 22nd, July 27th, August 24th.

COMMITTEE MEETINGS:

1st Tuesday each month at 7.30 pm June 1st, July 6th, August 3rd.

WORKING BEES:

1st Saturday each month at 1 pm June 5th, July 3rd, August 7th.

PUBLIC FIELD DAYS:

1st Sunday each month at 2 pm June 6th, July 4th, August 1st,
3rd Saturday each month at 2 p.m.
June 19th, July 17th, August 21st.

OTHER EVENTS:

Sunday October 24th, Special day in conjunction with the Lions Club, City of Adelaide.

LOCO TRACK SUPERVISORS:

A. Ide, L. Fielder, W. Brownlow

SUNDAY FIELD DAY CANTEEN ROSTERJune 6th

A.B. Tryfelli
L. Hope

July 4th

K. Bradford
J. Beale

August 1st

D. Collings
G.M. Culley

SATURDAY FIELD DAY CANTEEN ROSTERJune 19th

P. Burton
W. Holdsworth

July 17th

P.K. Besley
A.L. Broad

August 21st

R. Giesecke
G. Caesar

IMPORTANT NOTICE

IF UNABLE TO ATTEND AS PER ROSTER PLEASE PHONE
SECRETARY PH.29.5292, SO THAT A RESERVE CAN BE
NOTIFIED IN TIME.

PLEASE REMEMBER TO BRING THE MILKROSTER FOR LOCKING UP ALL BUILDINGS AND GATES:MAY

Saturday 15th A. Brabham
22nd I. Clark
29th A. Ide

JULY:

Saturday 10th A. Ide
17th J. Davey
24th H. Bateup
31st P. Griscti

JUNE:

Sunday 6th J. Davey
Saturday 5th H. Bateup
12th P. Griscti
19th W. Brownlow
26th B. Homan

AUGUST:

Sunday 1st W. Brownlow
Saturday 7th B. Homan
14th A. Brabham
21st I. Clark
28th A. Ide

JULY:

Sunday 4th A. Brabham
Saturday 3rd I. Clark

SEPTEMBER:

Sunday 5th J. Davey
Saturday 4th H. Bateup

WELCOME TO NEW MEMBERS

K.A. Preiss	-	interest in Steam Engines
T.F. Fowler	-	" " "
S.J. Grainger	-	" " Locos & Ships
Philip Faccenda (aged 15 yrs)	" "	boats and radio
Philip Hart (aged 17 yrs.)	" "	Locos and stationary steam engines

We welcome you to the Society and trust that your association will be a long and happy one.

SECRETARY'S REPORT

Fortyninth Annual Report 1976

Mr. President & Fellow Club Members -

Once again it is my pleasure to present to you the 49th Annual Report for the year June 1975-May 1976. It is my 12th Secretary report and to me represents 12 years of great interest and pleasure in assisting with the affairs of the Society.

As mentioned in last year's report nothing spectacular has taken place but nevertheless our progress has been steadily maintained. Maintenance has been attended to and several jobs are now nearing completion.

During the year a medium sized vertical boiler was presented to us by the Southern Farmers and will shortly be installed by the Steam House. It will supply steam to the various models installed there and it is worth noting at this stage that 9 members now hold a Boiler Certificate. We shall have no problem in that respect. Another gift to the Society is a fairly large horizontal steam engine from Wadlows Timber Mill. This now awaits installation and will be an attractive addition to the grounds. Speaking of the grounds, these have been well kept with the now nearly full grown

trees providing shade on the lawns in hot weather.

Turning to the active side, Field Days have been well patronised with perhaps emphasis on the Sunday runs. With a slight falling off in the numbers of locos attending we are indebted to those members who have so loyally kept the wheels turning. Great credit is due to the boat men for their support and particularly to one or two new members interested in marine affairs.

With the steam house boiler out of commission we have kept things moving there with the help of a member's loco supplying steam and at other times with an air compressor. However this problem will be overcome when the large boiler is installed. These 3 main attractions each in their own way retain the interest of visitors and we are indebted to all of those members who contribute their time and efforts to this end.

Your library continues to serve you well and efficiently and new books are regularly added to its shelves. The canteen which has always presented a problem with staffing by members seems to have settled down a bit lately, perhaps by putting a roster for 12 months in the Bulletin. To those ladies who quite often stand in for their men-folk we offer our thanks.

We are also indebted to Mrs. Croker for her great help with sweets etc. and we send her a sincere thank-you.

During the year we have had several film and slide shows after the monthly meetings and also have had a number of talks on various subjects by guest speakers and also members.

We have held the usual number of Charity Field Days and these have been fairly well attended. Our Annual Christmas Barbecue was held as usual after the December Field Day and a considerable number of members and families attended. The yearly Jumble Sale was held as usual and resulted in a great evenings entertainment plus a useful sum of money raised.

At the November show of work night several exhibits of 7½ gauge were very impressive. The general impression of other models was a high degree of workmanship and we look forward to seeing them

operate on Field Days and other occasions.

The Annual Steam Locomotive Convention was held at West Ryde this year and was attended by several members of SASMEE. I will report on this in the next Bulletin.

Our total membership shows a slight reduction in numbers compared to last years 141, as against this years 138.

Here is a summary

	1975	1976	Gained	Lost	Static
Adults	104	102		2	
Country	19	17		2	
Junior	5	4		1	
Student	3	5	2		
Honorary	4	4			✓
Life	6	6			✓

Membership is now 138 showing a small loss of 3.

We have had several claims for burnt clothing caused by sparks and these have been referred to our Insurance Company.

Our monthly meetings and working bees have been well attended and your Committee has handled the Society's affairs in a capable manner. Your President and Treasurer are to be commended for their part in the Club's business for the past 12 months. A Sub Committee has been formed to handle the business of the Convention next Easter and already steps are being taken to ensure its success. Improved toilet facilities are under Committee discussion and it is hoped that certain recommendations will be carried out in the near future.

I trust that I have covered the year's activities and apologise for any omissions.

May I extend my best wishes to those members entering office tonight and I feel sure that they will receive your full support.

Finally I thank you for your confidence in me as your Secretary and feel that it has been a privilege to serve in that capacity.

C. Burden - Hon.Secretary.

S.A.S.M.E.E. NEWS

Copies of the various societies news letters and Bulletins are regularly posted on the notice board and are recommended for your attention.

Whilst spending a few days at Cooma, N.S.W. on our return home trip from the Convention I met a Mr. Keith Freebody, 51 Victoria Street, Cooma (Ph.21576). He has constructed several locos and with several other modellers has laid an elevated track a mile or so outside of Cooma. It is probably 300 feet around being continuous and if I rightly remember $3\frac{1}{2}$ gauge. It is in regular use and for a mere handful of enthusiasts, it is a great credit to them.

Paul, who is building an electric powered loco had a trial spin recently and a bogie pulling a loaded riding truck covered 31 laps of the elevated on one charge.

The following are SASMEE members who now hold a Boiler Attendant Certificate:

H. Guignon	H. Bateup
H. Croker	M. Bradford
P. Griscti	R. Geisecke
A. Brabham	T. Middleton
A. Symes	

With the advent of a Commercial boiler donated to the Society we should not have any problems in connection with Boiler Attendants.

An approach is being made to both the Colonial Sugar Refining Company and the South Australian Gas Company for a tour of inspection of steam plant located on their respective plants. Further details later.

The 1976 Steam Locomotive Convention held at West Ryde during Easter.

Attended by a considerable number of Steam enthusiasts, in many cases accompanied by their wives and families, the Convention by any standard was a great success, a feeling shared by all attending. The catering was excellent and great credit is due to the ladies who so ably handled this very necessary aspect of such a function. To further make our visit more pleasant the weather man put his best foot forward and conditions were ideal.

West Ryde provides both elevated and ground level running in multi gauge. The elevated which is constructed on pillars and beams in concrete, provides an excellent ride and consists of two fairly long straights joined at either end by fairly sharp radii, which tended to cause, with my long base loco, a noticeable tightness almost to the point of jamming unless taken fairly fast. However the straight sections permitted for a short burst some really fast driving which was very enjoyable.

I did not run on the ground level for several reasons so cannot comment on it, but judging by the pleased look on the drivers faces it must have been of a satisfactory nature.

Running on the ground level is under the control of a Control Repeater panel designed and built by Mike Tyson including all the wiring to the various points and signals. Power is derived from the mains and thence by transformer and silicon diode rectifiers. All points are interlocked with signals, there being 9 of these. A four station intercom system allows drivers to communicate their wishes to master control. Terry Geraghty designed and built the point motors and linkage.

The elevated, on which running is practically continuous, did not have such sophisticated control but a decided improvement for on-off to the steam bay was the introduction of Stub points, designed I understand by Cec Gunning.

On Sunday afternoon a bus load of visitors toured the City and then headed north up the coast to as far as Palm Beach. The return trip was via Galston Gorge with its numerous hairpin bends.

On Friday evening, 16th April, a meeting of the A.A.L.S. was held and on Sunday morning the 18th the A.M.B.S.C. held its delegates meeting. Among various items of business it was decided that the 1977 Convention be held in Adelaide, 1978 by Q.S.M.E.E. Strathpine Brisbane and if enough support is forthcoming 1979 to be held at Castledare, Perth W.A. The latter will be decided at the next Convention 1977.

The "Big Wheels News" has an article on the life of Mr. Stanley Milligan who passed away on April 13th 1976. He was a well known figure among modellers and will be greatly missed by all those who knew him. Your attention is drawn to the obituary in the May issue displayed on the Notice Board.

ARTICLE BY F. ROBERTS:

NUDES, NOODS, TUBES, TOOBS, OR?

Wherever you go in the English speaking world the pronunciation of many words varies, due in many cases to the relative dialect of the area.

Again many original words are often substituted for something equally descriptive and often amusing in the bargain.

Such, brings to mind an experience some years ago when I was Second Engineer on a large passenger steamer plying between London and New Zealand.

The ship was a twin screw vessel with triple expansion engines supplied with steam by Scotch boilers burning coal under forced draught conditions, to maintain a service speed of $13\frac{1}{2}$ knots. Later in life she was converted to oil fuel, and the speed increased to 14 knots.

Bunkering with fuel oil was more convenient, as the oiling facilities at Curacao in the Caribbean were almost direct on

route to the Panama Canal.

The repair and maintenance facilities of the Panama Canal Zone, and the staff there, are all well known to many sea going engineers frequenting these parts, for efficiency and prompt action, and some marvellous repairs have been carried out under difficult conditions.

On the voyage from New Zealand to London, when about 5 days from the Canal, boiler trouble developed in the way of leaking tubes in the back-ends (or combustion chambers) of the Forward Starboard and after centre boilers. The leaks were small at first, being noticed when changing burners, but later developed into cascades. Additional make up feed water had to be provided, and we had a trying time keeping 3-50 ton evaporators going 24 hours a day to maintain at least a glimpse of water in the gauge glasses. the seriousness of the situation resulted in a Radio message to the Canal workshop for urgent assistance.

This message indicated details of our trouble and the need for boiler tubes to be cut out of two boilers, and replaced with new spare tubes already on board. The reply was - message received, understood, assistance waiting arrival at Canal.

In due course we arrived at Balboa safely, but a bit the worse for wear. The offending boilers had been blown down and were cooling as far as cooling could be expected under hot climatic conditions, and the ambient temperature of the boiler room, particularly as all fans were stopped. Spare tubes were already mustered and cleared ready for action.

The shore gang were on board before we were alongside having met us there with the tug. There were several fitters and boiler makers with their coloured helpers, in fact there seemed to be an army coming down the engine room ladder.

They were led by a face very familiar to me, in the person of a short but sturdy 'Yank' by the name of "Jimmy". An impressionable character, able leader, full of energy and a good engineer. When I first sighted him in his khaki boiler suit, with oxy torch in hand, it was a great relief knowing this man's capabilities. His face lit up

when we met on the floor plates, and it was a meeting like long lost brothers.

After the preliminaries were exchanged he said in his best 'Southern accent' "Say Second where's all these 'hollow rods' to be cut out", the expression 'hollow rods' was just right for a good laugh, which was what we needed.

To complete the story, those boys worked and worked hard under very trying conditions as it was ruddy hot in those back ends.

Fourteen hours after coming on board at Balboa they were leaving the ship again at Colon, at the other end of the Canal, and in that time 20 tubes had been cut out, removed and new tubes replaced and rolled up tight. A mighty job to say the least. So we left Jimmy and his gang behind, tired but cheerful, being well 'fortified' for their efforts.

The boilers were filled with good clean water from the River Chagres which feeds the Canal, and as soon as steam was raised they were connected to the other boilers, as we were now underway.

Thanks to the Canal staff no time was lost on the mail contract and there was no interference with the frozen cargo, or inconvenience to the passengers. One could say we had a smooth run home after that, although we did have trouble later in another way, but that's another story.

So now you know there are no such things as tubes or tooobs, they are 'hollow rods' in the Panama Canal dictionary.

MY TRIP TO LAKE GOLDSMITH

BY JULIAN HAMILTON

Lake Goldsmith Steam Preservation Society:

Last November I was able to go to the above Society's half-yearly steam and traction engine rally. The whole trip was made possible by David Atkinson who drove David Brown and myself to Victoria. The venue is on a forty acre block of land overlooking

Lake Goldsmith, nine miles south of Beaufort in Victoria.

The clubroom is fairly large with a control tower and other sheds which make up the site. In the clubroom they have a small book stall and a canteen. At the rear of the rally site there is a camping site available for the visitors to the area.

There are approximately ten to twelve traction engines which are brought to the rally, only one is kept at Lake Goldsmith under a larger shelter shed which can house up to eight other engines.

There are two boiler sheds, one contains a portable engine and the other contains a boiler of approximately the same capacity, which powers small stationary steam engines. There are many oil engines, mostly of which are in running condition. Approximately ten portables run during the rally, it takes two hours to raise steam using natural draught. The set pressure on all engines is 100 psi. A model railway is set up out near the north-western boundary.

As well as traction engines there is a museum of early model motor bikes and model farm implements, with some early tractors and cultivators and also a Model 'T' Ford. There are two steam road rollers and one oil engine road roller on the property.

After a days running the members relax by watching a film show in the main clubroom at night.

At this particular rally I was able to take my small model traction engine. It stirred up some interest from the drivers of the much larger engines, the reason being that it looked so cute and so small among the larger engines. It will fit quite comfortably on the face of the fly wheel on a Foden Traction engine.

The type of traction engines at Lake Goldsmith are Foden, Fowler and many portable types.

The rallies are held twice a year, in April and November. The April/May long weekend and November the 5th, 6th and 7th. I

would highly recommend that anyone who is interested in traction engines should attend the rally.

Owing to late arrival of notes regarding the activities of Mr. Moffett and all of the ladies assisting with the catering at Ryde over Easter, I am unable to include same in this Bulletin.

Edited by C. Burden
Hon. Secretary (Ph. 795292)
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OFFICE BEARERS:

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Vice Presidents	-	Messrs. I. Clark, J. Davey
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Director of Field Days	-	Mr. A. Frankham
Supervisors - Loco Track	-	Messrs. A. Ide, W. Brownlow L. Fielder
- Boat Pond	-	Mr. N. Kernick
Trainee Boiler Attendants	-	Messrs. D. Atkinson, D. Brown
Boiler Safety Committee	-	Messrs. A. Brabham, M. Turner, J. Welch, J. Wakefield, O. Thomas H. Bateup
Sub-Committee - Programme	-	Mr. A. Frankham
- Canteen	-	Mr. J. Moorfield
